

INTERVIEWER: Mr. Goings, we're looking back today to something that occurred over 46 years ago but the history of your life started probably very early when you came to Hawaii. How did you happen to come to Hawaii and in what year did you do that?

GOINGS: Well, I came to Hawaii because there was nothing doing. It was almost depression in the mainland. I guess you heard of the twenty-nine thirty depression.

INTERVIEWER: Right.

GOINGS: Well, there were no jobs, nothing so I and my brother told me, well; he says you got mud in your neck to join the Navy. So we went down to join the Navy in Lexington, Kentucky.

INTERVIEWER: What year was this?

GOINGS: 1929. So when we went down there they wouldn't take him in the Navy because he couldn't see. He had bad eyesight. But they wanted to take me and I said, "No way if he doesn't go, I don't go." So we walked about a mile from where the post office was back up to the railroad depot and then he said when we walked out of the building where the navy recruiting was this fellow from the army come up "How about joining the army?" Well, we turned him down. We kept on going and then we got back up the railroad station my brother said "Well, we join the army." I said, "Ok we go join the army." Well, we got in the army. And he couldn't see well enough. When we used to go out on the rifle range, we would tell him don't shoot at a target. Shoot up in the air! And we gave him a qualifying score.

INTERVIEWER: Is that right? Where were you living at that time?

GOINGS: I was living in Beardstown, Illinois

INTERVIEWER: Is that where you were born? Or where were you born?

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GOINGS: I was born in White Hall, Illinois. But we was traveling around the country and once in awhile we would go out with these circus or carnivals and we just happened to be over there in that neck of the woods and decided we go.

INTERVIEWER: How old were you then?

GOINGS: I was 18. Well, at that time, you had to be 21 to get in the service but I had my father sign my papers. So I left my brother in the recruiting station till I went home about 150 miles to

Help my father unload a break car of coal and then I got him to sign the papers. He wouldn't sign the papers until we unloaded the carload of coal. That took about ten hours. Then he signed the papers and I went back. My brother was still waiting on me and we got sworn in the army.

INTERVIEWER: Is that right?

GOINGS: We asked them, at that time we had people in China, Alaska, Philippines, and Panama. So we just asked them how far they could send us. So we could have went to the canal, we could have come here or Alaska. But we couldn't go to China or the Philippines without having previous service. So we figured well if we come over here we'll go to the canal so there's no bother about that. So we decided on Hawaii. So we got here April 6, 1929 at daylight, Port of Honolulu. And then we got shipped over to Port **[PH]** Defuse, it was the recruiting station at that time. And we was over there for 11 days and then they shipped me out to Port **[PH]** Calamari right out here right **[PH]** Hickok field is.

INTERVIEWER: Right.

GOINGS: And I served about a year and a half out there and my brother went to Port Shafter and then I finally got, talked him into transferring out to where we was because we was at that time we had railroad guns, mortar guns.

INTERVIEWER: Right.

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GOINGS: the short-barreled, twelve-inch guns so I figured that we would be better out there then we would be at Port Shafter. Port Shafter is an infantry division. Well, he got out there with me and then he got in the search light division. You know they had them big trucks that go around and carry those searchlights. WWI they used them. WWII they didn't use them. They just used them later for advertising stuff like that. But anyhow he was operator, light operator and they about six of them were sitting in the seat. That truck seat was enormous and about six of them sitting up there and they got playing around and he was on the outside and somewhere or another he got pushed out or fell out. I don't know. And the truck ran over his leg like that. At that time he wasn't pneumatic tires, it was solid rubber.

INTERVIEWER: Wow.

GOINGS: It just made hamburger out of all this part of his leg. They took him up to old trip. Old trip was right there on Port Shafter at that time and they amputated his leg, his left leg was up here. They sent him back to Lettermen General, San Francisco and he got discharged there and he went home. Well in the meantime, over here I had met my wife and although I couldn't get married I had to go back to San Francisco and get discharged. I came back over here because I knew I had something here and I didn't have anything there. We had set up house keeping already and I figured well why go to nothing when I've got something.

INTERVIEWER: Was your wife a local girl here?

GOINGS: Yes. Hawaiian Chinese.

INTERVIEWER: And are you still married to your wife? Or has your wife passed away?

GOINGS: No, I lost her three months old, three days after my birthday.

INTERVIEWER: So you had many wonderful years together.

GOINGS: Oh yes, we had 56 years.

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INTERVIEWER: And how many children from the marriage?

GOINGS: Five.

INTERVIEWER: Wow.

GOINGS: This is my son who was in here with me.

INTERVIEWER: I see.

GOINGS: My daughter-in-law and I don't know if you seen the other girl was my granddaughter. She works here in the shipyard.

INTERVIEWER: I see.

INTERVIEWER: When you came back to Hawaii, what year was that?

GOINGS: That was 1932.

INTERVIEWER: And what did you do from that point on?

GOINGS: I left here in January 1932 for discharge in San Francisco, Angel Island. And then I came back under President Lincoln. I got back here about the 12th of February 1932. Well, from

that time on, it was pretty rough. I worked in the pineapple canneries. I worked

[PH] Stevendore. I drove taxi. I did practically anything I could do.

INTERVIEWER: To support your family.

GOINGS: Even I fought one professional fight. Because when I was in the army I fought in the army as a boxer and I fought amateur fights in town.

INTERVIEWER: How did you do?

GOINGS: I only fought one pro-fight and I got a draw on it but I got a draw. It was outrageous because the man I had was my company commander in the Army. He was the referee at the fights. So he was one of these kind of people that he didn't think that he wanted to favor the home town boy or whatever you know so we settled for a draw. I got a draw out of it.

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INTERVIEWER: But you in your own mind beat the other fellow.

GOINGS: Well, I think I did because I was throwing all the punches. He wasn't throwing any. He just was covering up.

INTERVIEWER: Where was that fight? Where were the fights held at?

GOINGS: That was held at the old Honolulu Stadium. I don't know if you know where that is but that's where it was. The old Honolulu Stadium. Mark Chew was the promoter that time.

INTERVIEWER: Were those Saturday night fights or when were they held?

GOINGS: Well, they was held whenever they could set up a date usually it would be Wednesday night or Thursday night like that.

INTERVIEWER: Did a lot of people show up for those fights?

GOINGS: Oh yes, well we didn't get no money. That's the only thing. Everything was cheap that time. You know. You could go out and buy a loaf of bread for a nickel. I got fifty dollars my share of the fight.

INTERVIEWER: I'll be darn. How did you come to work at the Naval shipyard? How did that all come about?

GOINGS: Well, I had friends and I needed a job but they wanted me to go in the fire department but this fellow I thought was a little bit better friend he worked in the shipyard here. And he

convinced me to file in an application for the shipyard and I did that and I got called in on a temporary status. I came in the first time in Shop 72.

INTERVIEWER: What year was this?

GOINGS: 1933. I worked in Shop 72 about 2 months and then they laid us off for lack of funds. We was scaling the inside of barges and stuff like that, the rust you know. Then they decided to close down the job and laid you off, lack of funds. Then

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it was about, I think about October, I got called back to Shop 81, a foundry. I worked in the foundry from I guess it was 1935 to 1941.

INTERVIEWER: And during that time, the harbor right here at the Naval shipyard developed a great deal so you saw a lot of construction going on around there.

GOINGS: We only had dry dock 1 at that time.

INTERVIEWER: Ah huh.

GOINGS: And the old railway down there.

INTERVIEWER: Right.

GOINGS: That's all we had. Then I worked in the foundry until October, 1941 and then I was going to resign because I had picked up one of those sand moles in the foundry there and the casting dropped out and broke my toe. So I went to the dispensary and the doctor sent me home, sick leave. Industrial accident. Well, the supervisor we had over there he didn't like the idea of me being on an industrial accident so he calls me up one day and he begged me come back to work, all that stuff you know. So like a sucker I came back to work. I worked three days. I worked from Monday to Wednesday. Wednesday afternoon he come up and he says "Ah, well you can go home now and let your toe heal up." I says, "Look, I'm going home but I'm not coming back." So I went home and I stayed home Thursday, Friday they call me up, report back to the shipyard. So, I came back to the shipyard and they had a commander by the name Commander Bell. He was shop superintendent. We went back and I wouldn't go to work that morning when I came back on Friday morning. I wouldn't go to work. So the shop master come up to me, the supervisor, and he says, "You don't want to work for me". I said, "No, I told you I'm not going to work for you no more". So then we went up here to see Commander Bell. The shop supervisor and myself we went to talk to Commander Bell. So then Commander Bell, he told me well if I go to Shop 11? I said, "Well, alright, if you'll give me a transfer to Shop 11, I'll go. That was in October just before the war. The blitz. So I went to

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Shop 11 and I worked about three weeks and we was on the swing shift at that time.

4:00 until midnight.

INTERVIEWER: What did Shop 11 do?

GOINGS: Ship fitters. They bear the ships. They did everything. They could build them in other words. Rebuild them. So I went to work there as a chipper and corker and an air tight **[INDISCERNABLE]** division.

INTERVIEWER: A chipper and a corker, what is that?

GOINGS: Well, they call us corks because in the old days the ships were made out of rivets and instead of being welded, it was all riveted together.

INTERVIEWER: Ok.

GOINGS: And them rivets when the ship go to sea and the ship movements like that, those rivets would spin and they would work loose and they leak.

INTERVIEWER: Ok.

GOINGS: So what we would do we would cork them. We had a special chisel just like a center punch you might say but a little blunter than a center punch and we would go right around the head of those rivets like that and driving the metal in. Of course when we were driving the metal in, they would be a little peel off the top we would just cut that off and leave it like that. We was working there in dry dock 1 in the old Lexington. We went up and we was corking those rivets. They just happen to hit one and it went right through the, right into the tank. The oil shoot out of there, a stream of oil out that big. So I just grabbed one of my chisels and I drove it into the whole. I just drove it as far as I could go with that air hammer and I told the welder here burn that thing off. So he came over there with his art welder and he just burned that thing off and I corked it up. You look at you think it was a rivet. But if you ever went inside that tank, you would have probably seen the other end of the chisel sticking out.

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INTERVIEWER: Is that right? Where were you, on December 7, 1941, where were you at the moment the attack began?

GOINGS: Well, it was like this. I was working the night shift. We work from 5:00 to 3:15, ten hour shift.

INTERVIEWER: You were a shift fitter at that time?

GOINGS: I was a chipper and corker.

INTERVIEWER: Chipper and corker.

GOINGS: At 3:15 in the morning at the end of our shift, we went home, there was four of us in my car. We didn't go home. We went in town and right across from Farrington High School used to be a little snack bar over there with pinball machines. We got over there. We started playing pinball and I guess we left there about 6:00, 6:30 or something like that. I just got home and took a shower and got in bed and my oldest boy come running in and he says, "Daddy, big smoke down at air station. It sounds like machine gun." So I says, "Well, get in the car, we'll go to the beach and take a look. About half a mile we went down and

INTERVIEWER: Where were you living then?

GOINGS: Coral Gardens, [PH] KonaiWay

INTERVIEWER: Coral Gardens in [PH] Konaiway

INTERVIEWER: So you were looking at the attack.

GOINGS: [PH] Waikalua Road but they call it Coral Garden Road that time.

INTERVIEWER: So you were living in [PH] Konio and you were watching the attack on the naval air station there.

GOINGS: When we went down to the beach, I just happen to see one of the planes roll up like that and you could see that rising sun on the wing, you know.

INTERVIEWER: What did that mean to you?

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GOINGS: Well, I told my wife, I had my wife with me, I told her, that's Japanese planes. I said we have to go to work.

INTERVIEWER: So did you realize at that moment we were at war?

GOINGS: Yes I did. You see before all this time now I still say I don't blame the people on the ships here. I blame from President Roosevelt up at that end of the line could see this thing

coming. We used to set down here and see these ships **[INDISCERNABLE]** going through here loading with scrap iron, nothing but scrap iron.

INTERVIEWER: Right.

GOINGS: And you would hear **[INDISCERNABLE]** that's going to come back airmail. We're going to get that back airmail you know. And that was going on for a year before the raid.

INTERVIEWER: Right. Tensions were, I have talked to many survivors, people that have witnessed the attack, intentions of the Pacific were well known to the people that lived out here. Is that accurate?

GOINGS: Yes, I can't say for sure. I never seen it but I heard.

INTERVIEWER: I mean you were talking about war, that the possibility of war was there.

GOINGS: Yes. We knew there would be war. And my thoughts always was like this, what would these Japanese people do here if we got a war?

INTERVIEWER: Ah huh.

GOINGS: We had one was a Japanese and a German that we used to meet quite often because the Japanese fellow, he run the Coral Garden boat, coral, you know those glass bottom boats.

INTERVIEWER: Right.

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GOINGS: They take people out to look at the coral and there was another German fellow down there and we would always argue with him that you know I told well, if we only had to fight one at a time we would whip them in six months. But I says, two combined we would have to go a little longer. Well, Hitler was getting started in Europe in that time and we knew sooner or later we would be sucked into it. But I never did, I never did trust the Japanese. I done a lot of my buying of groceries and stuff in a Japanese store but on the day of December 7th, like I told you, I was home at that time but I heard them announcing on the radio. First I come back to the shipyard. So we came back to the shipyard. We got back here about 9:30.

INTERVIEWER: That's after you left your wife? After witnessing this?

GOINGS: After I took her home and I left her. I give them all the money I had, a couple of dollars. So I says.

INTERVIEWER: And you drove?

GOINGS: I drove back here.

INTERVIEWER: Over the [PH] polley?

GOINGS: Yes, the old [PH] polley not this new one.

INTERVIEWER: Right. That's a pretty horrendous ride at that time.

GOINGS: Oh yes.

INTERVIEWER: And you arrived here at the shipyard at what time?

GOINGS: We got into the shipyard here about 9:30. They wouldn't let us drive our car in. We had to park our car outside the main gate and they had dump trucks, buses, anything they could get a hold of to come up there and pick us up. I rode down in a dump truck.

INTERVIEWER: Well, can you describe the scene to me? As your first impressions when you came in through the main gate?

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GOINGS: Well, it was kind of hectic. They didn't want to let you in. You see up here like this 164, I mean 164 is the big supply building. Right above that there was wooden warehouses, well at the time they was just being built. I think that is 158 up there. They was just being built that time and they had all Japanese contractors. And soon as the raid came off, the Marines went in there and just lined them people up and marched them right out the gate. That was the end of that. So when we got in there things were everybody was running around in circles.

INTERVIEWER: Confusion?

GOINGS: Confusion.

INTERVIEWER: Where did you go at that point?

GOINGS: We reported in Shop 11 and one of my friends who is an electrician went to his electric shop and one was in the sheet metal shop and one was in Shop 11 with me.

INTERVIEWER: The attack was still going on. Wasn't it?

GOINGS: No. The bombs and the machine gun and everything was over by the time we got here.

INTERVIEWER: Well, let's go back to the events of December 7th and kind of set the stage since we have the tape ending.

GOINGS: Like I say, we got in the yard here about 9:30 and we stayed in the yard till about 11:00.

INTERVIEWER: Ah ha

GOINGS: And then they told us to go home and come back on our night shift, on our regular night shift.

INTERVIEWER: So left you here. How did you get involved with the Oklahoma? How did that all come about?

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GOINGS: Well, when we came back in, that was Sunday night, they told us go home and come back on that night shift.

INTERVIEWER: Hm mm.

GOINGS: So when we came back on the night shift.

INTERVIEWER: And what time was that?

GOINGS: Well, we got back in the yard, well, it was getting dark when we left **[PH]** Konaia and not thinking about the blackout we didn't know nothing about the blackout. They had it out on the radio, no headlights and no nothing so went just have to feel our way up over the **[PH]** palley.

INTERVIEWER: Whoo!

GOINGS: And down through town I keep tapping my horn like that so everybody would know I was there and so we managed to get in the shipyard. There wasn't too many people on the road and we had practically the road to our self.

INTERVIEWER: How long do you think it took to drive from **[PH]** Koneoi to Pearl Harbor?

GOINGS: I'd say at that time it took us nearly an hour.

INTERVIEWER: Ok.

GOINGS: We got in the shipyard here about, between a quarter and ten minutes to seven and I left **[PH]** Koneoi at 6:00. And we was all in the shop there. Everything was blacked out, no lights, you couldn't see that much.

INTERVIEWER: Ah huh.

GOINGS: And there's people hiding under the presses, under the metal presses and I was squeezed in between the wall and the column, you know one of those steel columns.

INTERVIEWER: Yeah.

GOINGS: And we figured that they would **[INDISCERNABLE]**

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INTERVIEWER: Right.

GOINGS: So then they come out, I guess it was something about 8:00. They started asking for volunteers.

INTERVIEWER: Who's they? The Navy?

GOINGS: No, the master of our shop, Chief Waterman, Duncan Ellis.

INTERVIEWER: And they wanted volunteers for what?

GOINGS: Well, that's what I asked and when they come out and they said we want volunteers. So I stepped out and I say, what are we volunteering for? And they says, "Well they want to go out on the Oklahoma and get the men out that are trapped inside." So I says, "Well, let's go." And in no time they had a gang there. 19 men.

INTERVIEWER: Plus you.

GOINGS: 18 and myself.

INTERVIEWER: I see. And a how did you get out to the Oklahoma?

GOINGS: They took us out in the motor launch. We went right down to the dock there.

INTERVIEWER: Did you bring equipment with you or did they have it already out there?

GOINGS: No, they had everything out there.

INTERVIEWER: And what kind of equipment was on the hull?

GOINGS: They had chip and hammers, chisels, and had a compressor, everything was there.

INTERVIEWER: So you arrive on the Oklahoma and what problems are you faced with almost immediately?

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GOINGS: Well, first the discussions. You get into arguments you know. Here and there. Like a man would hit on the hull over here and that sound would travel and you would think he was over there somewhere, you know.

INTERVIEWER: Ah huh.

GOINGS: And then there would be a discussion was he here or is he down there you know?

INTERVIEWER: Who was in charge out there?

GOINGS: Well this guy Julia Castro was in charge but after we got out there things got kind of spread out. I don't know where he was but anyhow I had one other fellow wound out chipping out the first hole.

INTERVIEWER: Ok.

GOINGS: It was just after mid **[INDISCERNABLE]** and I think it was over on machinery space and as soon as we got the first hole cut out which took almost two hours I dropped down in the hole because I was right there and the other fellows are starting to spread out over the ship and when I got down in there I had found two men but they were suffocated already. They either had run out of air or what I don't know.

INTERVIEWER: Did you take those men out of there?

GOINGS: Yeah, we took them out. I tied a rope under their arms and they pulled up on top, they took them out. And then I started looking for these other fellows well like I told you the sound was deceiving so in order to get where they was after I got down inside I had to cut another hole through a **[PH]** bulkhead.

INTERVIEWER: Now you say there were sounds? They were tapping?

GOINGS: They were pounding on the shell of the ship.

INTERVIEWER: Was there any pattern to their tapping? Were they tapping the SOS that some writer

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GOINGS: The ones that I heard there was no pattern to it. They was just bang, bang, bang.

INTERVIEWER: Hm mm. So they could probably hear you topside or bottomside?

GOINGS: No, I don't think they **[INDISCERNABLE]**

INTERVIEWER: Ok.

GOINGS: After we started chipping, then they knew we was there because man, like this man says, he was in the hole. He was inside and he said them things just drive you bugs because it is just like being inside a big bass drum or something like that you know.

INTERVIEWER: The chippers made that kind of noise, huh?

GOINGS: I told him, well you know what riveting hammers are and you know how they make noise. Well that's the noise we was making but it's more intense and is more of a faster stroke.

INTERVIEWER: Ok. Did you have any charts to tell you where the spaces were on the ship?

GOINGS: Well, there was a man, an officer running around on the bottom with a blueprint.

INTERVIEWER: Ah huh.

GOINGS: It was after I got these four fellows out. I went through his ball cat and opened the hatch and they was down inside. And after they came out I couldn't hear anybody else from inside there so I came up on the topside or up on the bottom anyhow **[INDISCERNABLE]** and I got talking to this man and I said well, I said we'll cut a hole over there and he said, "No, you can't cut a hole over there because its **[INDISCERNABLE]** under there.

INTERVIEWER: Holy smokes!

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GOINGS: He was you know they think about the sparks or something from the chipper hammer would sent that powder off so that went down the drain and these other fellows was all busy so I kind of took a **[INDISCERNABLE]** when I come out of the hole it must have been 3:00 in the morning.

INTERVIEWER: When you pulled these four fellows, these are the first four live ones you rescued. Do you know what time that was about?

GOINGS: I would say it was somewhere on 2:00.

INTERVIEWER: In the morning?

GOINGS: It could have been anywhere in between one and two. I never had a watch. If I had one I wouldn't have been able to see it anyhow.

INTERVIEWER: Was the next group that you rescued Mr. Ellis? Or was he in that group?

GOINGS: No, he was a different bunch of fellows that rescued him.

INTERVIEWER: So how many did you rescue before you got to Mr. Ellis?

GOINGS: Actually I only got four out.

INTERVIEWER: Ah huh.

GOINGS: **[INDISCERNABLE]**

INTERVIEWER: So there were other crews that were pulling people out?

GOINGS: Well, there were 19 of us out there and that's why I say they all went up and down the ship.

INTERVIEWER: Do you know how many were actually making holes in the ship? Do you have any idea?

GOINGS: As far as I know all of us was. They made 4 holes but a

INTERVIEWER: How many crews were there?

GOINGS: We would double up.

INTERVIEWER: So maybe about nine crews working out there, right?

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GOINGS: Well, if you figure two men in a hole but we didn't work in crews like that.

We just one after the other one, one would get tired, he would move out of the way, and another would jump right in.

INTERVIEWER: I see. That was pretty hard work then?

GOINGS: It was hard work. You do about 15 minutes and your arms would be about on you. So we would just move out of the way and another fellow would jump in and he would go his lick.

INTERVIEWER: So what was going through your mind as you were...

GOINGS: Well, I only thought I had in my mind is to get them out, to get as many out as we can. It kind of made me feel bad because we didn't get more out than we did. We knew there was more people in there but we couldn't get to them because they were below water. Although they were, probably was in well I heard some of the stories that when they put the Oklahoma in dry dock and pumped her out there was one place they, somebody had kept marks on the bulkhead, like 13 days.

INTERVIEWER: Right.

GOINGS: But we knew there were people in there but like I say they were below the water and if we would have tried to get them and we ever cut a hole through there we would let their air out and they would drown. The water would fill up their compartment and

INTERVIEWER: I understand that did happen. Did that happen on the Oklahoma?

GOINGS: Well, I can't really say it did. You know I don't want to say nothing that I didn't see.

INTERVIEWER: Right, exactly.

GOINGS: So ah,

INTERVIEWER: I understand that record shows that the USS West Virginia had three fellows that lived almost until December 23. They had marked it off.

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GOINGS: Yes, I had heard about that too.

INTERVIEWER: That kind of gives you an idea of that. After, when did you stop working?

GOINGS: We didn't stop until 7:00 in the morning when I stopped.

INTERVIEWER: So the picture I imagine is always men working over this hole as the sun rises up over the harbor and all of this destruction. You finally got a look at battleship row. What were your impressions of that?

GOINGS: Well, I got a look at it in the daytime. When the Arizona was burning, the West Virginia was burning, the California was hit, the Nevada tried to make a run for it, [INDISCERNABLE]

INTERVIEWER: What were your impressions of all of that? Was it believable?

GOINGS: No, well, like I say, we all knew it was coming, sooner or later.

INTERVIEWER: But these were great battleships.

GOINGS: Well, they were great but we didn't ever believe they was unsinkable with the things that they were getting around to them days that

INTERVIEWER: If you look back after 46 years and all of this publicity that now surrounds you, how do you, I know that you and the gentlemen that was rescued have talked what do you think about all of this now? You have had all of these years to think about that.

GOINGS: Well, I'll tell you all these years I never thought about it.

INTERVIEWER: Is that right?

GOINGS: Like I say, I wound up the last 20 years in Shop [PH] o tool and nobody was getting around to that time there where it was just fading away. And then after the war was over, people just seem to forget about it.

INTERVIEWER: But now they are remembering.

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Transcription Date: 09/19/09 - Transcriber: DM

GOINGS: No, all of this come up say in the last week or the last ten days, something like that. I started getting these interviews and telephone calls and they tell me oh, you're a hero and this and that. It just didn't fit right. And today this was a great ceremony today.

INTERVIEWER: Why do you think today's ceremony was so great? What does it mean to you?

GOINGS: It means that we are being recognized at last. I have had two little onionskin papers, do you know what onionskin is?

INTERVIEWER: Sure.

GOINGS: Well that's what I had, one was just a copy of the other. Looked like they had typed them out pulled the carbon out from in between and that's what I had for a citation with about a paragraph and a half.

INTERVIEWER: Do you feel now that you and the other men that worked on this and the crews of the Oklahoma and their survivors have finally been recognized and the record set straight?

GOINGS: That is what made me think today was really the day. Because at last we are being recognized. Like I say, for the other eighteen fellows is they are not here. They just waited too long. I don't know why I am still around.

INTERVIEWER: Well, we are glad you are. I want to thank you for the interview and helping us try to understand and remember Pearl Harbor.

GOINGS: I thank you too.

INTERVIEWER: Thank you.

GOINGS: And everybody concerned. Today has been wonderful.

INTERVIEWER: Right.

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